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- 1. The two main lines of Lyov-Stry-Davocine and thermovity-Tirlibaba (Carlibaba, Eumania) from the east, tie into the Jungarian mailroad network at the junction points of Cop. Elralyhaza, and Datyn.
- 2. The following are first class double-track main lines running into and through Sungary from the east:
  - a) Kiralyhasa-Patoraljaujhely-Postenon-Satvan-Sudapest.
  - (b) To the Great Sungarian States! aheny-yiragyhaza-Webrecon-Puspokladany-Seajol-Sealnois-Sealci-Saspest, and Seajol-Wagyhata-Sudapest respectively.
  - (c) Korormezo-Satyu-Saramoresssiget.
- 3. The Cop-Sahony and Scajol-Scolnek railread bridges both run across the Dissa Siver. These bridges can handle Soviet broad gauge engineer and their clearances are also suitable for Soviet chipments. The maximum capacity has been increased from 90-ton locomotives to 185-ton locomotives. Secondives of this size were previously unknown to Jungary.
- 4. The watering facilities of the three above-wentioned will lines have been expanded to render complete water pervice to trains in three minutes. The following describes some of the facilities aveilable along these lines:
  - (a) Zanony: Four 14-cubic-mater high pressure tanks 24 meters high.
    - (b) Two Non-cubic-meter anter tables at each of the following: Kievarda, saba, Fuspokladany, and forekez-atmiklos.

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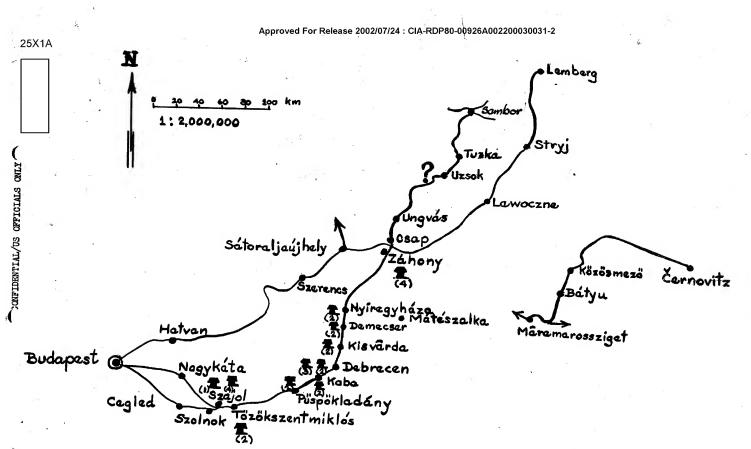
(c) Debrecen: Three 60 and two 140-cubic-meter water tanks.
(d) Szajol: One 300 and four IMO-cubic-meter water tanks.

Comparable facilities have been constructed at other points but exact data is not presently available. In general, entering facilities have been increased approximately five times.

- 5. "Collat" rails weighing 42 kilograms per meter are used all along the above-mentioned rain lines,
- 6. In general there are four or five types of ties in use. The most commonly used ties along the main lines are the chemically treated Theorem oak ties which are 250-270 centimeters long, have a cross section of 15 x 20 centimeters and weigh 80 to 90 kilograms. These ties can be used for the 1,435 millimeter standard gauge as well as for the Seviet 1,525 millimeter type gauge lines. Seinforced concrete ties are also in use as replacements. Their length is similar to the oak ties and their cross section measures 12 x 15 centimeters.
- 7. The Mahony railroad trans-loading station has 48 tracks, 24 standard gauge and 24 Soviet wide gauge tracks. The standard and broad gauge tracks are separated by a loading ramp which has been recently lengthened from 300 to 500 meters. The whole station is divided into the parts with separate Mungarian and Soviet receiving and traffic buildings, each with its own railroad headquarters. It is significant that the Soviet facilities are located on Mungarian territory. The and Sanz have set up shops at Mahony to transform the reparation and looted standard gauge cars and locomotives for use on the Soviet broad gauge. A ter kilometer extension of the Mahony station rail net in the direction of latestalka and two sets of sidings have also been built in the Soviet broad gauge, all on Mungarian territory.
- Shere are some indications that the Soviete want to raise the ton-kilometer capacity of the above-mentioned lines by adding a third line to those which will feed into the junction points. Similar information was obtained from a refugee who had been forced to work on railroad construction. According to his report, construction work was going on some months ago in an eastwest direction about 30 to 90 kilometers from Schony. It can be inferred that it was on the Uzsok-Ungvar line. It would appear that this line is being rebuilt to handle more traffic, yet it is not impossible that the work reported merely involved routine maintenance. All railroad lines in Suthenia (Carathe-Russia) have already been converted to soviet broad gauge.
  - There is no further news on plans for converting langarian railroad lines to broad gauge. It must be assumed that preliminary ongineering work has been completed and necessary materials are on hand. With modern equipment and proper preparation the change could be affected in a very short time.

Enclosure: thetch of the railroad net discussed above (paragraph 2).

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